

Claims:

1. A switch including a main track and a branch track, wherein one rail of each track is each configured as a tongue rail and  
5 movable into abutment on the respective stock rail, characterized in that at least one stock rail (1), in its region of abutment on the tongue rail (2), is designed to have a reduced rail head width as compared to the region located outside said region of abutment, wherein the rail head width,  
10 starting from the tip (3) of the tongue, decreases as far as to a point (4) at which the carrying wheel comes into lateral contact with the tongue rail (2) and increases in the region following thereupon, and that the tongue rail (2) is designed to be reinforced in cross section towards the stock rail (1)  
15 according to the reduction in the width of the stock rail head.
2. A switch according to claim 1, characterized in that the width of the stock rail head is measured at a vertical  
20 distance of 10 to 20 mm, particularly 14 mm, from the top edge.
3. A switch according to claim 1 or 2, characterized in that the stock rail (1) is designed to be chamfered in the region  
25 of abutment of the tongue rail (2) with the chamfer extending in an inclined manner from the inside edge towards the rail web.
4. A switch according to claim 3, characterized in that the  
30 edge resulting from the intersection of the chamfer with the profile of the stock rail head is designed to be rounded.
5. A switch according to claim 3 or 4, characterized in that the profile of the stock rail head is designed with a curved  
35 region on the transition from the top edge to the chamfer, the radius of which curved region is smaller than that of the corresponding curved region of a standard rail profile.

6. A switch according to any one of claims 1 to 5, characterized in that the point with the largest reinforcement of the tongue rail (2), or smallest width of the stock rail head, is located at a distance from the tip of the tongue, which amounts to  $1/5$  to  $1/3$ , preferably  $1/4$ , of the length of said region of abutment of the tongue rail (2) on the stock rail (1).
7. A switch according to any one of claims 1 to 6, characterized in that the maximum width reduction of the stock rail (1), or maximum reinforcement of the tongue rail, is 2 to 5 mm and, preferably, 3 mm.
8. A switch according to any one of claims 1 to 7, characterized in that the vertical height of the tongue rail (2) increases in the region of abutment on the stock rail (1) in the direction towards the end of abutment, departing from the tip (3) of the tongue.
9. A switch according to any one of claims 1 to 8, characterized in that the inner flank of the flange of the carrying wheel, which preferably encloses an angle of  $50^\circ$  to  $70^\circ$  and, in particular,  $60^\circ$  with the axle of the carrying wheel, extends parallel with a tangent drawn at the tongue rail (2) and the stock rail (1), or contacts the rails along that tangent, at least in the region of the largest reinforcement of the tongue rail (2).
10. A switch according to any one of claims 1 to 9, characterized in that the switch is comprised of an inside curve switch and that the curve outer tongue rail is designed to be reinforced in cross section.